

**1945: Five Regions were created:**

**Mid-Central Region, North Central Region, Mid-West Region, Eastern Region, and the first overseas region, the British Region.**

**The Central Region (as written earlier) may have possibly been created in 1936. 1945: the NMRA had six total regions.**

**To serve the rapidly growing British Region, which had 90 Members, Bernie Gottlieb forwarded 15 books on model railroading that were published in the U.S.A.**

**The modeling world was hungry for the NMRA's standards, and in late 1945, the first Standards Handbook was published!**

**It was so well received that the first two printings were completely sold-out!**

**Just as America boomed following the war, so did the NMRA.**

**Membership rolls swelled and the formerly behind-schedule Bulletin became a monthly publication. Dues went up to \$1.50 to keep pace with post-war inflation.**

**December 9, 1945. First Meeting of Mid-West Region.**

## 1946 March: FIRST PRESIDENT BRITISH REGION ELECTED

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*N. M. R. A. Bulletin—March 1946*

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### **British Region**

Elected first president of the British Region is Alf. G. Curtis of Chagford in Devonshire. John H. Ahern of London is vice-president. William F. Bolton is secretary-treasurer. Dues for year are \$2.10 of which \$1.10 is allocated to the Region. Planned for early release are a magazine, Yearbook roster, library, blueprint and information service. George H. Lake, editor of "Railways," has been appointed librarian and Press Relations Officer. On Feb. 19 the Executive Committee held a meeting to adopt a regional constitution patterned after the PCR document but modified to suit the needs of the first overseas region.

The first overseas region of the Association now boasts proudly of a membership roster of 305 paid-up

**May 1946     Mid-Central Region Elects its FIRST PRESIDENT**

**June 1946     FIRST PRESIDENT OF THE Northeast Region Elected**

### **MCR ORGANIZED**

Sixty-eight N. M. R. A. members from Pennsylvania, West Virginia, Indiana and Ohio met in the Mayfair Hotel in Pittsburgh on March 23 to organize the MCR by electing the following officers: President, E. R. Campbell of Pittsburgh; Vice-President, W. J. B. Gwinn of Bridgeport, Ohio; Secretary, John R. Mendenhall of Charleston, W. Va.; Treasurer, J. E. Long of Morgantown, W. Va. After the business session all hands retired to the Pittsburgh HO Model Club at 1013 Penn Ave. for an afternoon of operation. The next meeting of the Mid-Central Region will be held in Pittsburgh on June 9 as none of the pikes represented at the meeting are in operation. So come prepared to see new scenery, buildings and complete running at the June meeting.

### **NER INAUGURATED**

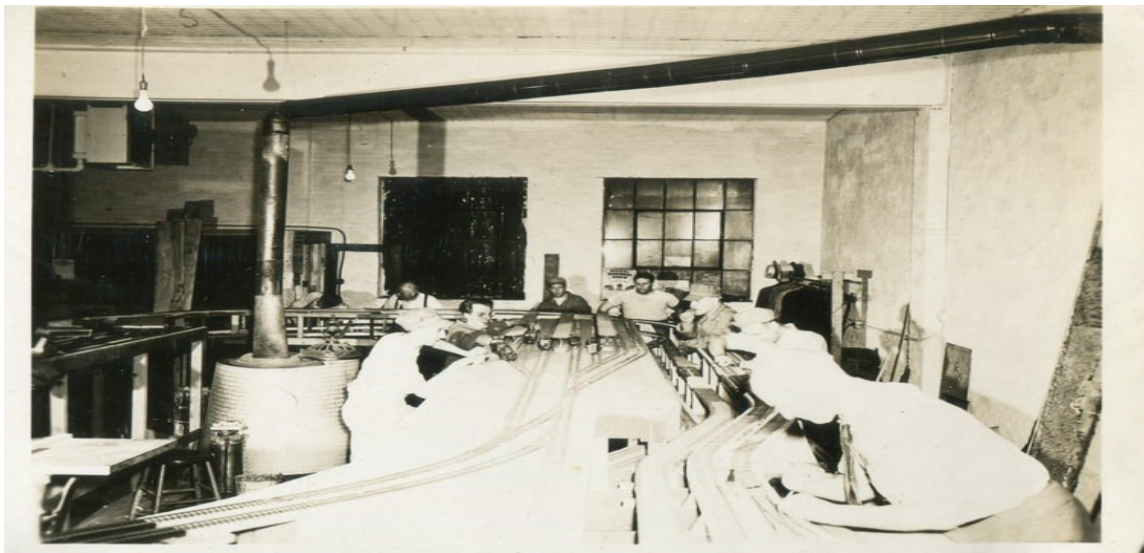
The Northeastern Region of the N.M.R.A was organized at Kingston, N. Y., on Sunday, April 28th. Seventy N.M.R.A members from the states of Maine, Vermont, Massachusetts, New Hampshire, Connecticut and New York became members of the new region. The charter includes Rhode Island and the provinces of Nova Scotia, New Brunswick and Prince Edward Island, but delegates were not present from these sections.

Henry P. Eighmey and Henry C. Page of the Kingston Model Railroad Club, co-organizers of the Northeastern Region, were elected to the offices of president and secretary-treasurer respectively, while Allen Hazen of West Buxton, Maine, was chosen as vice-president. A seven-man executive committee, which elected the officers, was chosen by the members to direct the affairs of the new region; Henry P. Eighmey of Kingston, N. Y., Allen Hyatt of St. Albans, Vt., Fred Riebel of Hartford, Conn., Donald Pierce of Brookfield, Mass., Allen Hazen of West Buxton, Me., Chester Dill of Utica, N. Y., and Billi Bowen of New York, N. Y.

**1946. But perhaps the poster children for the post-war's "can do" effort were the Members of the Detroit Model Railroad Club. The club, slated to hold the 1946 convention, found themselves evicted from their home just three months before the convention's opening day.**

**In a Herculean effort, Members cut the layout into pieces, shoved them out a third floor window into a sling suspended from the roof five stories above, and lowered the pieces onto a truck.**

**They reassembled the pieces in a New York Central freight house across town and had the layout running in time for the 1946 convention!**





## by Ernie Mattschei

**I**t is May 1946, the 12th year for the NMRA, and we look through the BULLETIN, all 4 pages of it. A. E. Ravenscroft was still president, Paul G. Lehman was vice president, J. Gottlieb was secretary, and Hugh L. Jack was treasurer. The directors were Don H. Packard, PCR; A. J. Curtis, BR; John L. Mueller, MWR; and E. R. Campbell, MCR. The convention for 1946 was scheduled for Detroit, Mich., on the Labor Day weekend.

Fellowship seemed to be the main topic at that time. H. P. Eighmey wrote that the NMRA can do a little missionary work on this topic. Where one club will welcome visitors with open arms, another will make one feel as welcome as a "skunk in a hen house!" As Bill Rau, then a national figure in the NMRA, said, "If I had to give up everything, I would still be happy if I could keep the friends I have gained through model railroading."

According to THE STOVE PIPE, written by The Shack, there seems to be a very good feeling between railroads and the NMRA. The railroads realize members of the NMRA are a responsible group of people who know how to handle themselves around the railroad property. The railroads have also worked with the NMRA from fan trips to model club rooms to plans for locomotives. The NMRA seems to have earned the respect and goodwill of the "big" railroads. No price can be placed on goodwill and respect.

Plans for the Labor Day weekend, August 31 through September 2, were rapidly coming to a final conclusion, with the headquarters at the Fort Selby Hotel, which was just a few blocks from the Detroit Model Railroad Club, Inc., who were the hosts for the convention.

It was also in 1946 that the Mid-Central Region was organized. Sixty-eight members from Pennsylvania, West Virginia, Indiana and Ohio, met at the Mayfair Hotel in Pittsburgh on March 23 to organize the MCR by selecting as president, E. R. Campbell of Pittsburgh; vice president, W.J.B. Gwinn of Bridgeport, Ohio; secretary, John R. Mendenhall of Charleston, W. Va.; and treasurer, J. E. Long of Morgantown, W. Va. Thus, another region became functional in the NMRA.

At this time, the Eastern Region, which was granted a charter by the Board of Directors at their Chicago meeting in September 1945, held an organizational meeting in Baltimore on Sunday, May 26. All members were urged to attend this meeting.

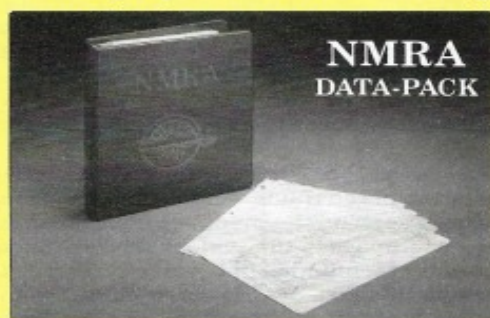
The British Region published a magazine containing a free "Buy, Sell, and Exchange" section which was sent to any NMRA member requesting it. It was by this method it hoped to bring about exchanges of models, kits and books, because no British modeler was allowed to send cash outside of Britain. Also, George H. Blake, British Region Librarian, wanted copies of all U.S. club papers for their library in exchange for the regular British Region magazine. Evidently they were very short of all publications, due to enemy action. They lost 70 percent of their layouts.

Allen Hazen of West Buxton, Maine, wrote to the BULLETIN requesting help in making the calculations required to complete his data sheets on dimension of turnouts in all the popular gauges. He needed the help of a few members who enjoyed working with figures in order to complete and check the design calculations. It seemed that a little algebra and trigonometry was involved, along with a few calculations on a calculating machine. If they only had computers in those days!

This is another in a series of articles on the history of the NMRA. Hope you all enjoy reading it and, if so, drop me a line and advise what you would like to read about, and I will, in turn, try to comply with your wishes.

Thank you. ☒

## The Encyclopedia of Model Railroading



Compiled by NMRA members over dozens of years. It includes hundreds of pages of modeling tips, techniques, and prototype information to assist you in your enjoyment of the hobby. Updates to this spiral-bound book are provided through the pages of the Bulletin.

**ONLY \$15**

Order yours today from the Headquarters office. Send \$15 in U.S. funds to NMRA INC., 4121 Cromwell Rd., Chattanooga, TN 37421. Tennessee residents add sales tax. Canadian & overseas members add \$2 for postage.

**1946 October**

**NMRA INCORPORATED**

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*N.M.R.A. Bulletin — October, 1946*

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**N.M.R.A. INCORPORATION**

Vic Ketcham of Columbus, Ohio presented a complete report on the feasibility of incorporating as a "not-for-profit" corporation in several mid-western states. Last year the N. M. R. A. Constitution was amended to provide for incorporation as a protection to the members and officers of the Association, who under the present laws would be liable for the full debts of the organization. By incorporating the liability is limited to the corporation itself.

In Detroit the Board of Directors voted to incorporate the N. M. R. A. in the State of Ohio designating Vic Ketcham as an agent for our account.

**1946 October YOUNGEST MEMBER EVER POSSIBLY**

**Helchen Signs Up  
Youngest Member**

Vice-Presidential nominee H. G. Helchen of Menominee Falls, Wisc., ranking N. M. R. A. membership promoter, has just signed up his daughter Paulette Marie, age one year, as the youngest member in the N. M. R. A.

**(This "record" was broken later down the line)**



## **1947 April FIRST PRESIDENT SOUTHEASTERN REGION**

### **SOUTHEASTERN REGION ORGANIZES AT ATLANTA**

Sponsored by the Southern HO Model Railroad Association and aided considerably by the Southern Railway System, approximately 65 model railroaders met at the Ansley Hotel in Atlanta, Georgia, on January 17-18-19, to form the NMRA Southeastern Region.

The business meeting was opened Sunday morning at 10 o'clock, and election of officers brought Thurman Walters to the presidency, Clifford Cole, vice-president, and Foy E. Johnston, Jr., secretary-treasurer. Four additional members were elected to the executive committee: William Roberts, William Lenoir, Curtis Hansard, and Ewing Dale.

## **July 1947 Two More Regions: Frontier & Rocky Mountain**

### **NEW REGIONS**

As this issue of the Bulletin goes to press we learn of two new regions in the process of formation. The "Frontier Region," comprising Buffalo, part of Canada, and surrounding territory, will soon be a going concern. Members in this section of the country should contact Vince Ryan, 179 Auburn Street, Buffalo 13, N. Y.

And out in the Rocky Mountains we hear of the beginning of the "Rocky Mountain Region"

**1947 The first convention west of the Mississippi River** was held in 1947 in Oakland, California. It proved that the NMRA was truly a national organization. Many Midwest and East Coast Region Members traveled to the convention on chartered passenger cars, starting a tradition that would last for years.

## 1948 January





Introducing Vernon P. Guess, (pictured at left,) president of the NMRA for 1948. Better known as "Tex," the top brass of the NMRA was the first president of the Pacific Coast Region, founder of the Channel Railroad Club, and is a prolific model railroad builder, specializing in rolling stock. The center picture shows Earl E. Ruhland, vice-president, a past president of the Milwaukee Model Railroad Club, past-president of the Midwest Region, and a man who is deeply interested in organized progress in the hobby of model railroading. At the bottom is shown E. A. Ravenscroft who served as president of the NMRA in 1945-1946. Ed is a congenial fellow who knows the procedures of the national organization and will serve as treasurer of the NMRA for 1948. Secretary R. J. Gottlieb was evidently a bit bashful about having his picture appear in the Bulletin, but Bernie is the dependable workhorse who will continue to administer the secretarial affairs of the association.



Top brass, (past, present, and future,) of the Pittsburgh HO Railroad Club at the 19th anniversary dinner of the smoke-city rail benders. Left to right are President-elect W. R. Rau, Jr., past club president and 1947 NMRA President E. R. Campbell, Past President Engelhardt and Colsen, and President Schultz, (the latter also 1947 NMRA Yearbook manager.)

**A real surprise was my (Vernon P. Guess) being elected NMRA President in Oakland in 1948. In 1948, we hired a business manager and put "inc." after NMRA. I was the first President west of the Mississippi and youngest at that time.**



**1948-1949 Vernon Guess is the President of the NMRA.**



**Vernon Guess**

**I was the first Regional President of the Pacific Coast Region. I can remember in the 1940s when the west was about to form their own association out here, because the feeling was that the NMRA would never come out west for a convention.**

**Only a few of us in the west had ever been to the east or a convention east. Larry Sagle was the man that saved the west for the NMRA. Then in the great year of 1947, “Pop” Beck saved the west again. (No explanation of how Beck did this.)**

**1948 May**

**How is this for a problem: Restrictions by the British Government are making it impossible for British NMRA Members to pay their dues. Any luxury or non-essential items have been banned from outside Britain. The NMRA is working on a resolution.**

**1948 June Australian Members are disappointed because that have been and are reaching out beyond their borders trying to get in contact with other NMRA Members for the purpose of exchanging ideas and information on model railroading.**

**1949 January NMRA hires a business manager. Mrs. Edna Dunn of Witchita, Kansas.**

**1949 March New President Wilbur Hare**

**WILBUR EMORY HARE**

When asked about our new President, I was at a loss to know where to start. I could tell you that he was born in 1907, is married and has a daughter, and is employed by a manufacturer of industrial equipment, but I don't think that you would be interested.

But you might like to know that Bill became interested in the 'hobby' of Model railroading way back in 1928. Shortly after being bitten by the bug, he moved to Baltimore where he joined the Baltimore Society of Model Engineers. It was here that he showed his proficiency in modeling by helping in the construction of the club's first layout.

Bill claims to be an O gauge fan; but we happen to know that he had an HO layout in his apartment in Philadelphia. He likes to watch the side-rods and valve gear in operation. The diesels and electrics leave him cold. He will go out of his way to watch his favorite, the Pacifics, roll by. Now that he has a new home we expect that a new railroad empire will be in the making, that is if he ever finds time to spend at home.

## 1949. Girls just want to have fun! Beating Cyndi Lauper by 35 years!

### FOR US GIRLS, TOO !!

Why aren't there more women interested in model railroading? Model railroading is fun — for us girls, too, and there are many phases of the hobby as it exists today in which we can do as good a job or even better than the men do.

This statement may come as a shock to some of the boys but let them stop and consider, first, the size of our hands and the dexterity with which we handle tiny parts; second, our patience and exactingness. (Did you ever try to make a pair of argyle socks? Sure, you like to wear them but what man would have the patience to work his way through a pair.)

Consider our artistic ability and what we are able to do with our faces and figures before presenting them for a man's approval. We would probably do just as painstaking and beautiful a job on that new reefer you want. And, as for soldering, the cleverest soldering done during the war was done by women who before Pearl Harbor had never held an iron in their hands.

Fellows aren't you missing a bet by not getting us to work with you on your Rrs? Most of us have more time on our hands than you do and can always stop off while shopping to look for No. OO screws, pick-up an underframe or some cabooses red paint at the hobby shop and snoop around Jewelry counters for the charm you need. Since we always have a hobby on which we spend our time and money it could just as well be the one in which you are interested. This would give us a

a chance to work together and make for better understanding and companionship and maybe we would even enjoy doing the things you dislike doing, whether it be landscaping, car interiors, decals or painting.

If you Brass Hats could get your girl to work with you, the two of you would accomplish three times as much as you would alone. Each of you not only furnishes inspiration for the other, but competition makes for better results as you each will check and double check on the other. Progress will result faster and will be a source of much mutual satisfaction and pride.

It may be a man's world but that's no reason why the girls can't do just as good a job at model railroading as their brothers—and have just as much fun.

Barbara E. Needham

**This bulk of this above is the original article scanned out of the 1949 Bulletin.**



**1949 June The Question was asked: "Do we need a full-time director? There are a tremendous amount of responsibilities in being a National Board Member. After much discussion, no resolution.**

**1949 October**

**BRITISH REGION  
FOUNDER FOR AUSTRALIA**

Way back in 1945 when Bill Bolton was demobilized from the Royal Navy, the NMRA had exactly "nil" members in the British Isles. Bill was our first British member and, after a short while he managed to get a group of fifty charter members to join—all British—and they formed the British Region.

From then until the time he was appointed to West Africa in December, 1946, Bill was the "spark plug" of the B.R. (to quote Ed. Campbell), and the Region went up to a membership of close to 600 Britishers. In addition to his duties as Secretary, no mean task in itself, Bill initiated and edited the (original) B.R. journal "Highball", and did many of the drawings for it himself.

Since he has been in the Gold Coast Colony, Bill has had very little spare time but has messed around with drawings and notes for his On3 "Yellowstone Valley" Pike.

Now comes news that there is a good possibility of him going to New South Wales, Australia. If this comes to pass, Bill intends to get cracking on the formation of a model railroad group down there. In this connection he would like to hear from all our members in Australia, particularly their views re. living conditions "down under". His address is: William F. Bolton, Box 28. Transport Officer, Kumasi Gold Coast, West Africa.

**It was the end of 1949 and the NMRA was entering another year of existence. There were struggles. But, there were successes!**

**1950s: The creation of the Mid-Continent Region. See the following image taken May 20, 1950.**



The idea of developing a new region of the National Model Railroad Association, one that would include modelers from Kansas, Nebraska, Iowa, Missouri, and Oklahoma (and later Arkansas), was first conceived in 1949. A group of modelers led by the Hutchinson (Kansas) Model Railroad Club held a meeting on Nov. 12 and 13, 1949, where they drafted a petition to be presented to the NMRA Board of Trustees for the creation of that new region. The Mid-Continent Region was officially born in 1950, and held its first convention in Kansas City in May of that year. Fifty-three registered members and their families attended the gathering, which featured clinics by such modeling authorities as Bill Walthers and Linn Westcott. This photo, taken at the Hotel President in Kansas City on May 20, 1950, helps preserve a significant moment in NMRA and MCoR history. Photo from the NMRA Archives. With more than 20,000 images cataloged and more than 100,000 images readily accessible, the NMRA library is your best source for prototype photographs. Call or write to the Kalmbach Memorial Library at the contacts listed on Page 4 for more information.

**In 1950, the NMRA convention returned to the organization's birthplace of Milwaukee. It was a four day convention that year, the first ever that last four days.**



## 1950 October Milwaukee Convention SPEEDRAIL ACCIDENT

### The Speedrail Accident

On Saturday, September 2nd at 10:00 a.m., two of the five scheduled special trains met head-on about nine miles from downtown Milwaukee. Ten persons were killed and 49 injured, 15 seriously. It was the first disaster in the history of model railroad fan trips.

Both trains were double-car, articulated units. Train No. 1193-1194, the heavier of the two was outbound to Hales Corners, while train No. 39-40 was returning to Milwaukee with Jay Maeder, President of the Speedrail System, at the controls. A slight grade and curve prevented either operator from seeing the approaching train until they were about 200 yards apart. The cause of the accident has not been determined although Jay Maeder declared at a later date in a written statement to the press:

"From the evidence which I have gathered, the fact appears inescapable that I operated my northbound train into a block already occupied by the southbound train. The evidence is largely circumstantial, yet nonetheless conclusive. It seems that I actually ran through a red light — which wasn't red." Maeder explained verbally that he did not accept "conscious responsibility" for the accident. "I did not deliberately do anything wrong", he said, "But it was my train which was where it should not have been."

The forward cars of the two electrified trains were smashed to bits as the heavier train telescoped into the other crushing it almost to its center. It was in this car where most of the casualties occurred.

#### The Dead:

Emil H. Beck, Detroit, Mich.  
Huntley G. Burroughs, Detroit, Mich.  
William Greenaway, Louisville, Ky.  
Raymond Kratt, Chicago, Ill.  
Marion Kratt, (Wife of Raymond)  
William M. Roberts, Taylors, S. Carolina  
Charles J. Sulzbach, Minneapolis, Minn.  
William A. Wight, Milwaukee, Wis.  
John B. Williams, Park Ridge, Ill.  
Gerald Greer, Milwaukee, Wis.

The seriously injured, all of whom are now out of danger:

Glenn Kratt, Chicago, Ill.  
Lucille Kratt (Wife of Glen)  
Jack Kratt (Son of Glen & Lucille)  
Ray Norton, Minneapolis, Minn.  
Mark Canum, Rock Island, Ill.  
Wilber Collins, Detroit, Mich.  
Claude Colyer, Jackson, Mich.  
Harry Bondurant, Milwaukee, Wis.  
LeRoy Equitz, Milwaukee, Wis.  
George Foster, Milwaukee, Wis.  
Harold Janson, Chicago, Ill.  
John Mallis, Oak Park, Ill.  
Ralph Spafford, Moline, Ill.  
Hal Stout, Forest Park, Ill.  
Cecil Vaughn, Akron, Ohio

When the news of this disaster reached Convention headquarters the reaction was immediate. Committees were organized to notify the relatives of the dead and injured, arrange to dispose of the dead and see that the injured received proper care. Most of this work was headed by Leonard Blum, a Life Member of the NMRA and a Cleveland attorney, who worked very hard on this job. Bulletins were posted and changed very often keeping the members informed of the condition of the injured. The local blood bank was kept busy long hours receiving blood donations from the convention members. Local members with automobiles transported the relatives to the hospital and bringing back those patients that were discharged.

This work took the time and efforts of a good many persons and a great deal of thanks goes to the local Committee, the staff of the Model Railroader and the Red Cross for their untiring work, leaving no stone unturned in their efforts to see that the injured received the best of treatment, locating living quarters for the relatives and arranging financial assistance for those who need it. All the injured are being visited daily and those that are well enough are getting some car kits to assemble.

The NMRA feels the effect very deeply of this disaster on the lives of those that were victims and we want to do all we can to give them our sympathy and encouragement. Our President is writing personal letters to the relatives of the dead and to the injured persons to assure them of this fact. We cannot thank the members, the Red Cross, the Police, the local newspapers and the citizens of Milwaukee, who through their Mayor gave every assistance and cooperation, enough for their work and cooperation in this disaster. Our hearts are heavy but we must carry on the work as they who have left us would want.



**The SPEEDRAIL accident is truly one of the saddest days in the history of our organization.**

**1951 April**

## **N. M. R. A. BOOTHS**

Recently, at the NYSME show in Hoboken, an NMRA Booth was set up under the direction of Paul Mallery, for the purpose of bringing NMRA to the attention of non-members. W. N. Braunworth, of Summit, N. J., responded to Paul's request for aid, and manned the booth for three solid week-ends and one holiday. The results were gratifying. More than 900 membership application cards were passed out, which resulted in more than 68 applications being received at Canton as of March 1st. Mr. Braunworth is to be commended for his splendid cooperation. It may turn out that his efforts have produced more new members than any other individual in the association.

We bring this to your attention because we believe that *every* club show or open house or any other public gathering, where non-members might be contacted, should have such a booth. Bob Bast will supply a complete kit of supplies to any individual or club desiring to operate such a booth. Here's a real chance to publicize NMRA at little or no cost. Take advantage of it. Write Bob Bast for your kit of supplies for YOUR next show or open house. Do it NOW!!

*Ed. Van Leer*

**1951 May FLASH!**

## **FLASH!!!**

### **116 TEXANS ORGANIZE THE LONE STAR REGION**

chartered by the Milwaukee Convention, held its organization meeting in Dallas, Texas, April 15 with a very enthusiastic attendance. The registration figures show 116 NMRA members and 51 guests present, with 35 new NMRA members and 12 renewals being signed up on the spot. (While records are not available, the Office Manager believes this to be a record, not only for an organization meeting, but for any regional meeting). The social angle was featured by an open house at various home layouts, and bus service was provided to handle the transportation to and from the various places. A breakfast at the Peacock Terrace was attended by 150 persons, and one member reported 120 persons attended the open house at his layout.

The business meeting was highlighted by a talk by John Page, Model Railroader editor, and the selection of an executive committee to draw up a constitution, select a slate of candidates to be voted on by mail ballot and the Dallas Television station, WBAP-TV, recorded some of the proceedings on film for presentation to their viewers on the news programs later in the week.

We wish to congratulate the LSR and its organizers for a fine job, well done.

**1951 June**

## **An Unusual Member**

We now number among our members the Police Athletic League of the city of Rochester, N. Y., and we believe that this is the only municipal organization in the country that is eligible for membership in NMRA since the Rochester P. A. L. operates a model railroad for the benefit of its members. Late in 1949, Captain Henry H. Jensen, Director of the PAL came up with the idea that a model railroad would be a swell tool with which to combat the frustrations which create some of the many problems which face a youth bureau in a large city. The aid of three or four well known railroaders was enlisted and a large tin plate pike planned. The Lionel Corporation donated many thousands of dollars worth of equipment, and city funds furnished the space for the layout and construction was begun early in 1950. With the aid of experts furnished by Lionel, and members of the Rochester Art Club, beautiful scenic effects were born and by late October, the pike was ready for the Golden Spike, which was driven by none other than Governor Thomas E. Dewey.

The layout is primarily for the members of the Police Athletic League, youngsters from ages seven thru twelve and their fathers. Starting next fall, they will be brought in in groups of twenty-five or thirty to operate the pike which consists of nearly a thousand feet of track on which eight or ten trains and more than a score of operating accessories (coal loaders, etc.) run. As far as is known, this is the only city owned and operated model railroad in the U. S. and it is considered to be one of the largest tin-plate pikes in existence. We are proud to welcome The Rochester PAL as a member of NMRA.

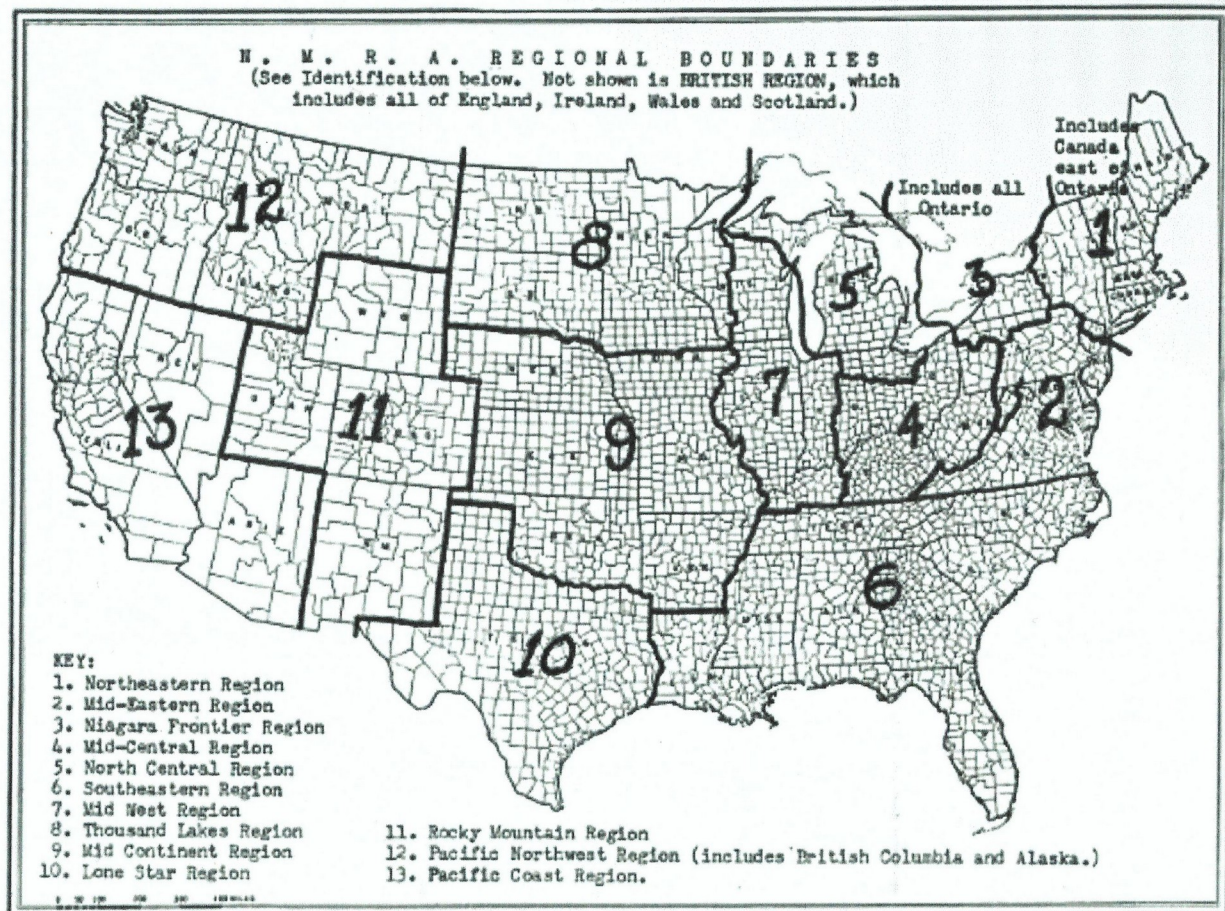
**1951 September    Ed Van Leer announced as NMRA President**



Edward Van Leer



## Below is the NMRA Regions map in 1952



1935. Growth was immediate, and, after the interruption of World War II, the first regions obtained charters from the National in 1945. Standards were the common goal and the basic objective of

**Edward Van Leer, NMRA President at that time, wrote about Bob Bast. The NMRA's legendary one-man-gang office. In 1952, Van Leer wrote: *"and last, but certainly not least, we come to Bob Bast, good old faithful Bob, always there in a pinch hard-working, sixteen or more hours a day during the busy season of renewals, always smiling, and ready for anything that anyone, anywhere in the world, can throw at him."***

***Certainly, no one can say that our “home office” is not handled with alacrity and dispatch. Bob's work has been superb, and you'd say even more if you could see some of the letters that he gets and the pleasing, and also down to earth, answers he gives.***

***(Below Office Manager, Bob Bast, 26.5 year tenure (1949-1975))***



***Bob mails nearly 10,000 bulletins a month, processes more than an average of 500 memberships per week during the early weeks of the year, arranges all of the printing, handles the sale of supplies, edits and arranges the publication of the Yearbook, writes scores of letters, attends many NMRA functions, gives advice to all of us when we need it, comes up with many good suggestions for improving our service to you, and in general keeps everything under control, need I say more?”***

**1952: There are now 36 nations listed on the NMRA Roster!**

**In connection with the current discussion of an international model railroad organization, it's interesting to note that at the latest count there were NMRA Members in 36 countries scattered around the world.**

**This tabulation was made by Office Manager Bob Bast at the end of the 1952 calendar year, when the membership had reached an all-time high of a little more than 10,000.**

**A breakdown shows the following nations, in addition to the United States and Canada, are included on the NMRA Membership Roster:**

**Euorpean: England, Scotland, Wales, Germany, Belgium, France, Holland, Switzerland, Italy, Spain, Denmark, Norway, Sweden and Portugal.**

**Latin America: Mexico, El Salvador, Brazil, Costa Rica, Uruguay, Venezuela, Colombia, Chile, Trinidad and Curacao.**

**Africa: Belgian Congo, Liberia and South African Republic.**

**Australasia: Australia and New Zealand.**

**Middle and Far East: Burma, Iraq and Japan.**

**Bob Bast noted also that there are local organizations in many of these countries. “The French magazine, *Loco-Revue*, in a recent issue, had announcements of meetings of 32 model railroad clubs, and the Japanese have quite a few model railroad clubs, the largest being the Nagoya Model Railroad Club which numbers over 500 Members.**

**There are many model railroad magazines published in many other countries and languages, including: Italy, Switzerland, Norway, Sweden and Norway. Also, there are several other model railroad associations of which the largest, so far as we know, is the Australian Model Railroad Association which follows the NMRA pattern to a certain extent.**



**1953 January** Terry G. Walsh become Editor of the Bulletin

## Meet the Bulletin's Editor

**HE'S JOURNALIST BY TRADE, RAILFAN AT HEART**

To meet the new editor of THE BULLETIN, one wouldn't suspect from his quiet nature that by trade he's a newspaperman. Newspapermen, as any movie-goer knows, are a loud-mouthed, boisterous, hard-drinking lot.

Nevertheless, Terry Walsh, the great-grandson, grandson, nephew and brother of newspaper people, has been for fourteen years a newspaperman. He's worked on five dailies in several of Texas' largest cities, and at present is employed by the Dallas News.

But to understand a model railroader one must be a model railroader. Terry and his brothers, as kids, were fortunate in having a large tinplate layout, scenicked and permanently set up.

He is a charter member of the Lone Star Region and took a part in its organization. As editor of The Cowcatcher, the LSR's official voice, Terry has not spent as much time with his HO gage West Agony and Inchoate Railroad as he would like. But a fair percentage of what he has, both structures and rolling stock, is scratch-built.

Terry has been married since 1942. He and his wife, Valarie, have three youngsters, Gordon, James and Terrie Lynn. He put in more than three years in the Army, serving as a battalion sergeant major in the European theater.

But the most pronounced character-



**TERRY WALSH**  
New Editor of THE BULLETIN

istic in the make-up of Terry is his unrestrained love of railroading, both model and prototype. His one-man fan trips are the envy of every true rail fan and he is almost as much at home in the cupola of a caboose as he is behind his two-fingered typewriter.

—F. C. Peterson

**1953: Thanks to the efforts of William Malone of Terre Haute, Indiana, a Boy Scout may earn a Merit Badge in Model Railroading.** This was reported in an article in the May of 1953 NMRA Magazine.

# International Model Association Gaining Favor With Membership

Steps should be taken to set up an international model railroad association, in the opinion of several widely scattered NMRA members.

For the most part the standards of the international organization, as envisioned by some of those who have written to comment on the plan, would dovetail closely with present NMRA standards. Certain modifications would be necessary, but as a whole equipment would be interchangeable.

Such a proposal was mentioned in passing in the NMRA BULLETIN for March, 1952, in a letter from Franz Moeller of West Berlin, Germany. It was revived in two letters to THE BULLETIN within the past few months, and this time it set off a round of comment from both sides of the Atlantic.

## 1953 September The NMRA's next President



GEORGE H. BROWN  
Elected President of NMRA

NMRA's new president, George Brown, is an inveterate model railroader who has a thorough background in both hi-rail and scale.

His interest in the hobby began when he was about twelve years old, and since 1935 he's had a permanent layout.

George was in hi-rail until just before Christmas, 1945, when he sold out and made the switch to HO gage.

He joined NMRA in 1946, started attending the national conventions in 1947, and has been active in recent years in the work of the Mid-Continent Region. He has served MCoR as president and as editor of the region's *Caboose Kibitzer*.

1953 October

# Ravenscroft Wins Top Honor

## HONORARY MEMBERSHIP AWARDED EX-PRESIDENT

The highest tribute NMRA can pay—honorary membership—was bestowed on former president Ed Ravenscroft at the 1953 convention in Toronto.

He thus became the third man in NMRA's 20-year history to win the coveted honor. Presenting the award was Al Kalmbach of Milwaukee, Wisc., publisher of *Model Railroader* and the first person to be awarded honorary membership. (The other is Bernie Gottlieb of Detroit, Mich.)

"Nine years ago, at the Pittsburgh convention, the NMRA nominated for president, and later elected, a quiet young man who had been inconspicuously pursuing his hobby in Glencoe, Illinois," said Kalmbach in his presentation address.

"He had served one year on the NMRA engineering committee and the

cluded not only an engineering education but experience in cost accounting and a thorough grounding as a successful business executive.

"The new NMRA president had only been in office for a little bit more than a week before he had the Johnson bar down on the corner and the cinders flying. Our formerly intimate little association of some 1,000 members suddenly found itself in for a pilot-to-caboose overhauling and a period of growth such as it had never known before.

"Ed Ravenscroft recast the basic framework of the association, created new services for the membership, and instituted for the first time really sound financial policies."

Beyond and above any of Ravenscroft's direct contributions to the NMRA, said Kalmbach, is the influence he had on the others who worked with him.

second year as the chairman of that committee, submitting to that same Pittsburgh convention one of the finest engineering reports the NMRA had ever received—one which met with favor both from the membership and from the manufacturers, and resulted in the smooth-running HO standards which are so universally accepted today. It was undoubtedly that report which won him the nomination as our president.

"However, what the membership did not fully realize at that time was the background of this man outside of model railroading activities. He was chief engineer and a member of the board of directors of one of the country's largest pharmaceutical manufacturing companies. His background in—  
(See RAVENSCROFT, Page 8)

"Ed has never been a man who likes to do everything himself," said Kalmbach. "He is modest, and has never been one to seek personal glory. From the very beginning of his first administration he was quick to realize that there were many other people within the NMRA who had talents to contribute to our national organization. I think that his greatest achievement for us was the way he brought out the best in others and the way he got them to contribute their thoughts and their efforts on behalf of the entire membership. . . ."



**1954: Former NMRA Presidents Schultz and Ketcham honored and given NMRA Life Memberships.**

**Vic Ketcham**

**Schultz**



ED RAVENSCROFT  
Winner of a coveted honor

**1954 January**



**Jan Morrison, resident of Chicago, and Illinois Bell Society of Model Railroad Engineers, was announced as the Winner of the Membership Contest. She signed more people up than anybody!**

**LONELIEST LAYOUT ON PLANET!**

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### **NMRA Has Member Deep in Amazon Jungle**

What may well be the loneliest layout in the world is owned and operated by Howard F. Allard, reports NMRA Office Manager Bob Bast.

Allard is U.S. Department of Agriculture rubber representative at the Agriculture Experimental Station at

Tinga Maria, Peru, and his station is on the east side of the Andes, 1½ hours flying time (by DC-3) from Lima, in the upper Amazon jungle. As this is the only known layout in this area, and as the Amazon jungle takes in a lot of territory, Howard has a good claim to the "loneliest" title.

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**1954 April     Translator Wanted!**

## **Translators Needed By Office Manager**

Office Manager Bob Bast occasionally gets a letter written in the language of some foreign country where NMRA has a member.

Bob modestly admits that his high school Spanish, Army French and G.I. German leave something to be desired. Therefore he'd like to hear from some American members who are conversant in foreign languages, and who would translate a letter for him now and then.

Language assistance most generally needed is in French, German, Spanish, Portuguese and Italian.

**1954 June...Renewal 100%!!!**

## **Australians Set Renewal Record**

NMRA members in Australia, small in numbers but large in enthusiasm, have hung up a new record for the rest of the association to shoot at.

During recent weeks, cards have been mailed to all 1953 members in NMRA who failed to renew for 1954. These cards went out to every one of the forty-eight states in the U.S., and to all the Canadian provinces which had members last year.

But the one state that has renewed 100 per cent for 1954 is South Australia, in the Commonwealth of Australia. Brian Cotter, publisher of the *Booster* and state representative for South Australia, signed up every one of the twenty members there for another year.

This, reports Office Manager Bob Bast, is the first time that any state anywhere with as many as twenty members has renewed 100 per cent.

# Hi-Railers Welcome? Sure!

Letters from hi-railers will receive attention, Vice-President Ivon Preble has assured that branch of the brotherhood.

Ivon explained the NMRA's policies on hi-rail in reply to a letter from Torrence H. Chambers of Washington, D.C., whose critical remarks were printed in the May BULLETIN.

Here are excerpts from Ivon's letter:

"We want to hear from all of the hi-railers and your letters will receive attention. The primary purpose of NMRA is to promote model railroading in all its many phases, and that is what your officers are trying to do. Perhaps the hi-rail group has been neglected in the past. This fact was recognized during Ed Van Leer's administration and he started the ball rolling by appointing Fred Heinel to head up a Hi-Rail Committee. The purpose of this committee was two-fold:

"First, to find out how many were interested in hi-rail.

"Second, to find out, from the hi-railers, in what way NMRA could help them—that is, their problems and needs. This is a big hobby and there is room for all. Your present officers believe in this policy and are doing their best to carry it out. . . .

"Your letter mentions letters written to the officers of NMRA and the Coupler Committee to which you received no reply. You did not say when or to whom these were written, but both George Brown and myself have attempted to reply to every letter received from a member. . . .

While I cannot answer for the Coupler Committee, it must be remembered that their mission is in HO gage only. . . . This does not excuse the failure to reply to a letter, however. . . .

"As to S-gage hi-rail being considered an 'untouchable' in the model railroad field—did you know that A. C. Gilbert Co. has applied for and been granted membership in NMRA?

". . . NMRA is for all who are interested in model railroading, regardless of personal preferences in gage, rail or rolling stock."

Chambers, notified of this reply, said he felt reassured.

"I very much appreciate your statement of the aims and policies of the NMRA," he wrote Preble. "And I assure you that if the policies as you state them are conscientiously adhered to by the organization, I will be very well satisfied with its operation."





TORRE CHAMBERS  
S Gage Standards Chairman

## S-Gage Chairman Appointed

### TORRE CHAMBERS HEADS NEW STANDARDS GROUP

Torrence Chambers, a devotee of S gage hi-rail since its introduction in 1946, has been appointed chairman of the NMRA's new S gage Hi-rail Standards Committee.

Torre, as he is better known to his friends, was born and raised in Ardmore, Pa. about a block from the Pennsy's main line. His first introduction to model railroading came at the age of seven when he got his first O gage tinplate outfit for Christmas.

Torre received his introduction to HO scale during his senior year at Haverford College. Accepting a part time position in an electrical research laboratory, he was given the job of building a scale model of one of Pennsy's MU locals for use in demonstrating a saturable reactor motor control circuit.

After graduating from Haverford in 1941, Torre moved to Washington, D. C., to take a position in the Naval Research

Laboratory, where he is now a Section Head in charge of research and development work on receiving systems for search radar equipments. He has a Master of Science degree from the University of Maryland and is a registered professional engineer. He is married and has two sons.

When S gage hi-rail was introduced in 1946, Torre was impressed by its larger size, its fidelity to scale proportion and its ruggedness, all obtained without sacrificing the ability to take sharp curves and to operate in small spaces. Since then he has done a considerable amount of experimental work on standards which would be applicable to this gage. During the course of this work, he has scratch-built several locomotives and cars as well as making experimental conversions of commercial equipment.

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**1954 December Here is a “last run” on this version of the G&D**



THE LAST RUN on the famed old Gorre & Daphetid is preserved in the picture above. Left to right are Dick Gotobed, Morey Malcolm, Dick Reynolds, Dolor Levesque and Jim Hawkins, who showed up for the final night of operation with Brass Hat John Allen. A few minutes later dismantling began, and by this end of of the second evening the G&D was no more.



**The “Wizard of Monterey” Mr. John Allen**